

**LEGISLATIVE SERVICES AGENCY
OFFICE OF FISCAL AND MANAGEMENT ANALYSIS**

301 State House
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FISCAL IMPACT STATEMENT

LS 7183

BILL NUMBER: HB 1897

DATE PREPARED: Jan 15, 2001

BILL AMENDED:

SUBJECT: Stoplights on U. S. 31.

FISCAL ANALYST: James Sperlik

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FUNDS AFFECTED: **GENERAL**
 X DEDICATED
 FEDERAL

IMPACT: State & Local

Summary of Legislation: This bill requires the Indiana Department of Transportation (INDOT) to remove one stoplight for every one stoplight erected on U.S. 31 between I-465 in Hamilton County and the U.S. 20 bypass in St. Joseph County. It provides that if a person makes a proper petition for the installation of a traffic control signal on U.S. Highway 31 between I-465 in Hamilton County and the U.S. 20 bypass in St. Joseph County, and if the traffic control signal is erected, the person is responsible for the costs of erecting the new traffic control signal and removing the old traffic control signal that would have to be removed.

Effective Date: July 1, 2001.

Explanation of State Expenditures: INDOT reports that, in order to comply with the provisions of this bill, INDOT will need to: (1) conduct a traffic study; (2) conduct an accident search; and (3) rate and rank all intersections in order to determine which traffic control signal would be removed when a new signal was installed.

INDOT estimates the resources required to comply with the provisions of this bill at \$98,000, if purchased. However, all of the costs listed are expected to be able to be absorbed within the INDOT budget. The funds and resources required could be supplied through a variety of sources, including the following: (1) Existing staff and resources not currently being used to capacity; (2) Existing staff and resources currently being used in another program; (3) Authorized, but vacant, staff positions, including those positions that would need to be reclassified; (4) Funds that, otherwise, would be reverted; or (5) New appropriations. Ultimately, the source of funds and resources required to satisfy the requirements of this bill will depend upon legislative and administrative actions.

The costs of erecting a new traffic signal and removing another one, approximately \$35,000, are required by the bill to be paid by the person who petitioned for the installation of a signal control.

In addition, there could be an additional cost if the INDOT is required to close a crossover (intersection) to

comply with the provisions of the bill, in which case there could be an additional cost estimated at \$150,000 per crossover. The fund affected is the State Highway Fund.

The total impact will depend upon the number of stop lights removed and whether or not a crossover must be closed.

Explanation of State Revenues:

Explanation of Local Expenditures:

Explanation of Local Revenues:

State Agencies Affected: Department of Transportation.

Local Agencies Affected: Counties that would lose/and or gain stop lights under the provisions of this bill.

Information Sources: INDOT.